Autostrada Pedemontana Lombarda

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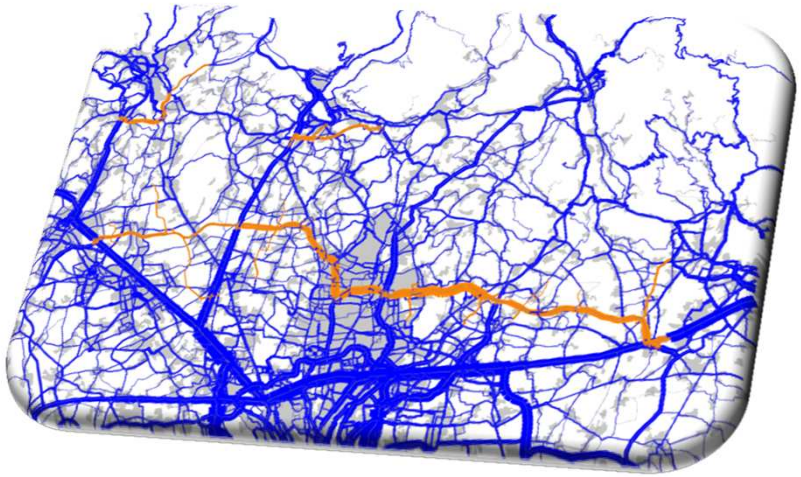
Presentation

Bruxelles, 6 November 2013



Versione 2.0

Strategic positioning

Lombardy is the **first Italian region for economic importance**, contributing to about one-fifth of gross domestic product. Located in the hearth of the Central Europe it is a natural hub for the European East – West and North - South traffic flows of both passengers and freight.

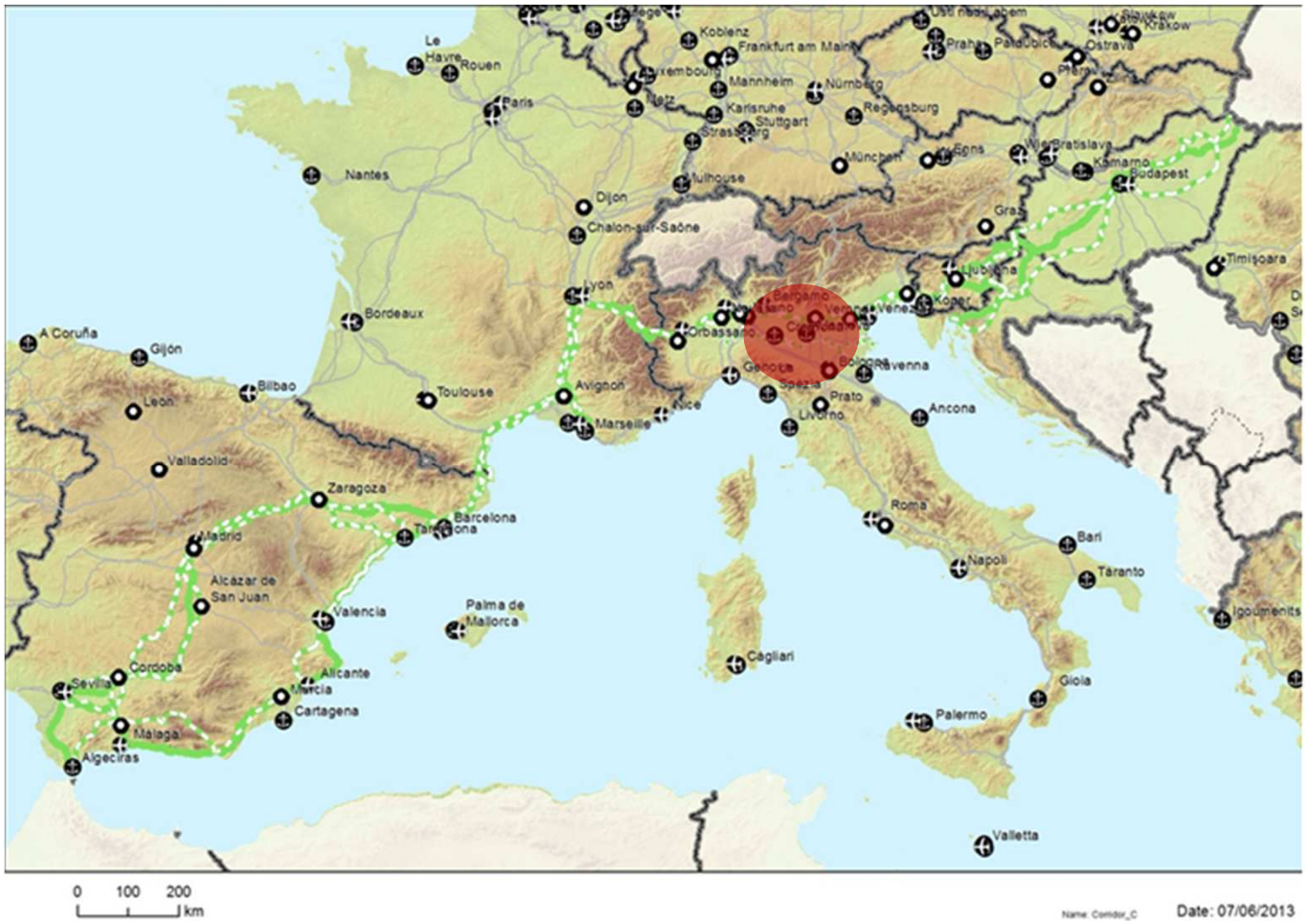
*Main figures**

- Contribution to national value added creation: **21% of the national value added**
- Contribution to national export: **28,1% of the national exports**
- GDP pro capite: **€ 19 700** (+ 15% of the national GDP pro capite)
- Number of registered cars/1000 people: **35,2** (29,7 at national level)

* Souce: Istat - Istituto Tagliacarne 2012

Strategic positioning

Pedemontana is the largest road infrastructure project in Italy (€ 4 118 M of direct investments) belonging to the **rail – road TEN-T Mediterranean Corridor** linking the Iberian Peninsula with the Hungarian-Ukrainian border.



Strategic positioning

Main objectives the project aims to reach are the following:

Increase territorial integration with the European transport system (TEN-T Mediterranean Corridor)

Enhance the interaction between infrastructure and environment, with positive impacts on acoustic and air pollution levels

Reorganise the whole regional road network system, leading to traffic shifts currently causing distress (i.e. Milan-bypass road system) and handle the traffic increase generated by the upcoming Expo 2015

Enhance the quality of life of the local population

Increase Region's attractiveness

Increase the competitive advantage of the connected industrial system

Create occupation during the construction phase as well as in the long term

Strategic positioning

The project pursues the priority objective of realising a **great viability system**, approximately 157 km long, crossing the portion of highly-densely populated and industrialised territory located north of Milan, specifically between Varese and Bergamo.

2 000 km² *(circa 1/10 of the whole region)*

4 million population *(1/3 of the population of Lombardy)*

290 000 enterprises *(1/3 of the production structure of Lombardy)*

Territorial impact

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Value-Added related to the construction phase (until 2020)

€ 2 billion value added:

- **Direct impact** (infrastructure construction);
- **Indirect impact** (increase demand for production supporting the development of the infrastructure);
- **Induced effect** (generated by the increased spending capacity resulting from salaries and wages paid to human resources involved in the project).

Employment related to the construction phase (until 2020)

5 000 average workforce annual demand

Traffic flows redistribution (decreased congestion)

+5.1% on shift in traffic levels towards primary roads

- 8.0% on traffic congestion-relief from secondary roads

Decreased travel time

Shortening of medium and long distances (45 million hours saved by 2015)

•Travel time decreases especially when travel time exceeds half an hour;

•Examples of decrease in travel time: Bergamo-Malpensa 90 km (-27.3%), Monza-Como 35 km (-47.4%), Varese-Monza 66 km (-37.3%), Como-Bergamo 90 km (-35.7%).

Environmental impact

Collective savings of € 700 million /year and progressive reduction of noxious substances on the territory due to:

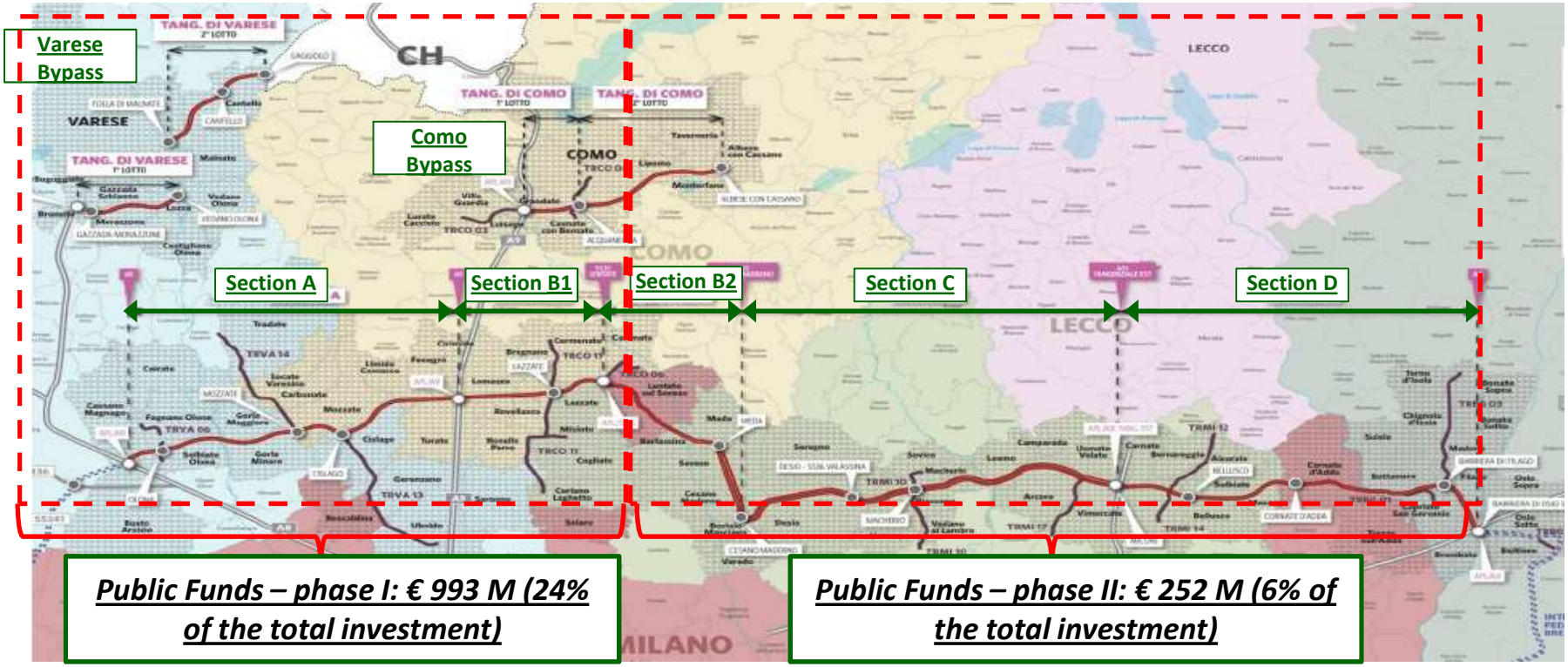
•**Fuel-consumption reduction**: 35 million liters/year

•**Gas emissions reduction**, 380 000 kg/year

Total Investment, public funding and works progress

The project has been financed partially with **public national funds** granted by the CIPE* for a total amount of **€ 1 245 M** (on total investment of € 4 118 M), divided into two phases:

- ***Phase I*** - Varese Bypass, Como Bypass, Section A and Section B1: **€ 993 M**;
- ***Phase II -*** Section B2, Section C and Section D: **€ 252 M**.


Varese Bypass
Como Bypass
Section A
Section B1
Section B2
Section C
Section D
Public Funds – phase I: € 993 M (24% of the total investment)
Public Funds – phase II: € 252 M (6% of the total investment)

* CIPE, Inter-ministerial Committee for Economic Planning, is the national entity responsible for approving and committing national resources on infrastructural projects